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8. TEST OBJECTIVES:	TASK 1060 - CHEC	K HELTIM C	ONSIMPTIO	v.	

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PAGE TWO

AT ALTITUDE. 1053 - CONFIRM PROPER OF BALANCE. 1647, 1028 CHECK FOR GHOSTING. 1664 FOCUS ON FORWARD BENCH. 1644 V/H SCALING. 1001, 1055 ATMOSPHERIC STUDY WITH WHITE CARDS. 166, 167 CONFIRM MAG RECORDER TAKES 6 DATA OUTPUTS PER SPECS.

- 9. TEST RESULTS: 1066 HELIUM CONSUMPTION: 266 GMS OVER
 43 MINS EQUALS 6.3 GMS PER MIN. 1053 CG BALANCE NO CONCLUSIONS
 DUE TO GYRO NOISE AND ROUGH FLIGHT. 1047, 1029 GHOSTING NO
 GHOSTING NOTICED ON ANY FRAMES. 1064 FOCUS NO CONCLUSIONS
 NO TARGETS. 1044 V/H SCALING RAN IN CL DUE TO WX FORECAST.
 CLOUD SET APPROX 1 PERCENT LOW FOR 35 MR. 106, 107 MAG RECORDER
 OPERATED BY US IN STDBY 1. DATA SCAN VERY ERRATIC. A ONE TO SIX
 SECS PER SCAN. NO COORDINATION WITH DATA CHAMBER DUE TO REMOVAL
 OF PLUG 96 PRIOR TO FLIGHT TO ELIMINATE INTERFACE PROBLEM.
- 10. COMMENTS: SYSTEM LOST PHASING DURING LAST PORTION OF FLIGHT. LAST PORTION FLOWN WITH SYSTEM CAGED DUE TO LOW ANGLE OF ATTACK. WHEN SYSTEM WAS GIVEN POST FLIGHT THE SCANNERS WOULD NOT SYC AND THE TAKE UP STARTED IN REVERSE. FURTHER INVESTIGATION OF THIS PHENOMENON WILL BE CONDUCTED WHEN VEHICLE IS AVAILABLE FOR TEST. SYSTEM PERFORMED SATISFACTORILY IN LABORATORY. NO ATMOSPHERIC DATA TAKEN SINCE TEST WAS ABORTED PRIOR TO PASSING OVER TARGETS.

END OF MESSAGE